

## Boeing 737-73V, G-EZJN

<b>AAIB Bulletin No: 12/2003</b>	<b>Ref: EW/G2003/09/03</b>	<b>Category: 1.1</b>
<b>Aircraft Type and Registration:</b>	Boeing 737-73V, G-EZJN	
<b>No &amp; Type of Engines:</b>	2 CFM56-7B20 turbofan engines	
<b>Year of Manufacture:</b>	2002	
<b>Date &amp; Time (UTC):</b>	2 September 2003 at 1230 hrs	
<b>Location:</b>	Edinburgh Airport, Scotland	
<b>Type of Flight:</b>	Public Transport (Passenger)	
<b>Persons on Board:</b>	Crew - 5	Passengers - 93
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Radome replaced	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	37 years	
<b>Commander's Flying Experience:</b>	10,760 hours (of which 1,214 were on type)	
	Last 90 days - 200 hours	
	Last 28 days - 66 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The aircraft was taxiing onto stand at Edinburgh using the AGNIS (Azimuth Guidance for Nose-In Stands) and PAPA (Parallax Aircraft Parking Aid) docking guidance system. When viewed from the commander's seat it allows the aircraft to be aligned and stopped in the correct position for passenger disembarkation via the airbridge. As the aircraft approached the PAPA 'stop' position, the first officer commented that the pushback tug parked in front of them was "getting a bit close". The commander brought the aircraft to an immediate halt but as he did so he heard a scraping sound and felt a slight bump. Subsequent inspection showed that the lower section of the aircraft's radome had impacted the roof of the pushback tug. The stand docking guidance system indicated that the aircraft had come to a halt short of the normal stop position.

The ground crew were not expecting the aircraft to use the stand's airbridge on this occasion but instead, to stop on ground marks positioned short of the normal PAPA guidance stopping position. The pushback tug had been parked within the area that should have been cleared of ground equipment prior to the guidance system being activated.

As a result of this incident, Edinburgh airport has issued a directive that reinforces the current Stand Entry Guidance procedures and also states that tugs are not to be pre-positioned in the 'stand tug lane' prior to the aircraft's arrival, regardless of the guidance system in use. The airline has issued a procedure stating that the flight crews will always follow the AGNIS and PAPA indications when

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both are illuminated. If required to stop short they will only do so under marshalled guidance with the AGNIS switched off.